

INTIMATION.

A. S. WATSON & CO., LIMITED

Established A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at sea it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claretts including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater value than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct, from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1895.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to "Editor."

Correspondents are requested to forward their name and address with communications addressed to the "Editor" for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper.

Communications that have appeared in other papers will be inserted.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only copy will be sent.

Telegraphic Address: Press.

P. O. Box 29. Telephone No. 12.

The Daily Press.

HONGKONG, MAY 8TH, 1895.

The political horizon in Eastern Asia is again a little clearer. The cloud that seemed to be rising so portentously between Russia and Japan is dissolving without the storm it foreboded, and the prospects of peace in this part of the world appear more secure from disturbance. While it was evident that there was some danger of a collision between the Colossus of the North and the newly-born Sun of the Far East, we always entertained the hope and belief that matters would be arranged before the parties drifted into war. Neither Power wanted to fight. The Japanese have already expended much blood and treasure in the contest, with China, and have won great honour and credit as a result of the campaign, which might be lost in a struggle with their great northern neighbour. Russia had no wish to engage in a conflict in a region so far from her base, in seas where she has but one port at which to call, and to engage a foe whose measure she has not taken, and who, to say the least, would give her great trouble. Moreover, Russia, on this occasion, brings forward no special demand; she merely objects to a new military Power acquiring a foothold in Manchuria, territory too nearly adjoining her new Trans-Siberian railway to be comfortably handed to a new and strong holder. It is true that at first the Japanese Government adopted a rigid and unyielding attitude, as they were well entitled to, but later the counsels of prudence prevailed, and it is reported they have consented to relinquish the Liaotung peninsula in consideration of some other concession, believed to be an augmentation of the indemnity. But whatever this condition may be, it is satisfactory to find the threatened war cloud has blown over, and that the two nations are not about to commence a contest the end whereof could not easily be predicted. It has been freely stated that the Russian Government, true to its traditions, only desired to make use of the present crisis in order to secure a fresh rectification of their frontier; that, in short, they wished to repeat the diplomatic feat of 1860, when without striking a blow they managed to add a considerable province to the Czar's dominions in Asia. It was believed, also, that they objected to any other Power obtaining any footing in Korea, lest the peninsula kingdom should be prevented from falling, when sufficiently ripe, into the eager mouth of the Muscovite Bear. It was generally thought that, sooner or later, we should understand the Chinghing's star sustained some slight damage in consequence of the fowling.

A special telegram to the N. C. Daily News dated Nagasaki, 3rd May, states that the remaining vessels of the Russian fleet had left that port with sealed orders.

On noon yesterday there were two plague-patients under treatment in the Kowloon Hospital, one from Pound Lane and one from Tai Wong Lane, Wan-chai, admitted during the previous twenty-four hours.

The contracts for future delivery business in silver registered by the London Produce Clearing-House, Limited, in March amounted to £3,000,000. The cash price varied from 27/- to 29/- per ounce, and for the end of August and September contracts were registered at 30/-.

A possibly unique experience, says the Peking and Tientsin Times, was enjoyed by a certain foreigner on board the Kung-yi, when he was taken by the Viceregal guard to the English Legation, where he desired to consult with the Viceregal personally before the decision to ratify the treaty or not was made, and partly because Prince Kung has informed the Viceregal that unless he speedily makes his appearance at the capital, all the trouble and danger gone through in Japan will be in vain labour lost. Captain Minister of State and Prince has suggested that the English Legation should be allowed to remain in the Manchurian territory, while all officials at Peking was half from Fukien, to which Foreigner belongs, has memorialised the Throne in a body protesting against the cession of that island to Japan, and offering to contribute enough money to buy it if necessary. Li-kuang-yi and General Sung Ching have memorialised the Emperor depicting their intention to fight to the death before giving up Manchuria to Japan.

A disturbance took place at Wuchang recently, as we learn from the Mercury. The scenes there had been some dispute between the Cantonese workmen and some Belgian soldiers in the Viceregal's fortifications. This led to an attack by the former on the residence of the workmen. Much damage was done and the soldiers threatened to loot the houses. Affairs grew so serious that the officials in charge called in the assistance of a number of troops, by whom aid was speedily restored.

During a gale at Tientsin on the 22nd April the steamer Tsin-ting, while attempting to move into deeper water at the outer anchorage, drifted upon a large rock situated in the river. The crew, who were mostly natives, were working under the direction of Captain Freeman and Mr. Macrae, of the Tsin-ting and Lichfield Company, the former on the residence of the workmen. Much damage was done and the soldiers threatened to loot the houses. Affairs grew so serious that the officials in charge called in the assistance of a number of troops, by whom aid was speedily restored.

Local hunters after big game, the N. C. Daily News says, should go to Nanjing. According to reports from that city it is said that about thirteen miles north of the city, where there is a mountain called Tali-han-pa, on the Big Dragon hill, a tiger was shot. The tiger, weighing 300 pounds, was shot dead, but shortly afterwards, when off the highthorn, she noticed the red flag (B) ran up on the main on the flagstaff and a gun fired, followed by the signal K.M. "Stop her," which was done instantly, but before the Wongs had time to run up the answer pennant, another gun was fired and she then backed ship towards Battery Bay and was hoisted by a line. The gunner of the gun was severely wounded, and it was judged that there would be difficulty in collecting the subscriptions.

I am told that the capital paid by the shareholders of Bakit Mas amounts to no more than \$1,000,000, while during the twelve months ending February, no less than \$44,000 worth of gold have been raised and have been used in the construction of the new building, which cost \$10,000. The balance, \$100,000, has gone into the capital account, and has been laid out in machinery.

In accordance with the advice of the State Geologist, whose assays of the tailings went to prove that they were losing a large proportion of the precious metal, a meeting was held at Bakit Mas on the 6th instant, to consider the proposed call, rendered necessary by the loss of the new building.

As the new building was not yet completed, the official ledger was searched for the sum and finding nothing but a sum allowed her to proceed on her voyage to Shanghai. When passing the flagship in the first instance the Wongs dipped her pennant, which the Japanese answered, and the question arises, why did they not hoist up the flag? The answer is, that the Wongs did not mean to do so, but shortly afterwards, when off the highthorn, she noticed the red flag (B) ran up on the main on the flagstaff and a gun fired, followed by the signal K.M. "Stop her," which was done instantly, but before the Wongs had time to run up the answer pennant, another gun was fired and she then backed ship towards Battery Bay and was hoisted by a line. The gunner of the gun was severely wounded, and it was judged that there would be difficulty in collecting the subscriptions.

The steamer Wongs, which they are preparing to postpone the allotment until the new plant has been erected and the result of its work known, is in the meantime the old battery, mounting more than enough to pay its way.

It is to be hoped that the promoters of the new company are as well assured of the continued

Kuk-ki rather than incur the enmity of the mandarins, who is not likely, now the hopeless weakness of China has been demonstrated, to pursue a similar policy of concession to her in the future. In fact, it is only too evident that the Chino-Japanese War has acted as an eye opener to every civilized State in the world. China has been weighed in the balances and found miserably wanting. The corruption known to be rampant throughout the administration has been proved to be hopelessly incurable. China is a vast jelly-fish, devoid of moral backbone or fibre, saturated with one universal insatiable longing to squeeze, a longing it is useless to try to appease. Any attempt at reform or improvement in China must come from without, must be urged with unrelaxing energy, and still may fail to make any visible impression. The Press in Great Britain have with singular unanimity recognised this fact, and that of other European countries has followed suit to a very large extent. There is no longer any talk of an Anglo-Chinese or Russo-Chinese alliance; the idea of shackling China to the British or Japanese will be rather a blow to the new Japanese Customs at Newchwang, and Sir Robert Hart would score one.

Hunkow advises report the sudden rising of the Yangtze river, raising the Yangtze to about twelve feet above the normal level. The rash of the freshet is said to have been very violent, causing a number of fatal accidents to people ferrying across from Wuchang to the Hsiang. One boat with twenty passengers, including the students examined, capsized, and one of the students was drowned. Another boat, loaded with cargo and a number of passengers was also capsized by the current, resulting in the entire loss of the cargo and thirteen lives. In two days there were six boat accidents with a total loss of twenty-nine lives and cargo valued at the Ts. 21,000.—N. C. Daily News.

A correspondent writing from Shanghai says that the Agent-General has written to the Government of New South Wales, alleging that the United States Government gives, as their reason for the non-issue of diplomatic passports, that the Chinese Envoy had requested that they have relied on the Chinese Government for a supply of parchment, but that the war has interfered with its coming forward.

On the morning of the 14th April, at about six o'clock in the morning, when Plover, on her way down the river, and the French gunboat Aigle, coming up to Hangkow, collided just opposite the Pakman railway station. So far as could be seen from the shore the Aigle lost her jibboom, and the Plover suffered the destruction of the starboard boat. Whether any damage was done to the vessel herself we (Siam Observer) do not know. The Aigle anchored at Pakman after the mishap, and did not arrive at Hangkow until noon.

Consumers of tea may observe what The Engineer says:—A boy ate two oranges at once. Let me see what is in the upper part of the orange. The dynamics of the boy's work has made him, I suppose, to assume that he takes five minutes to eat it. In melting the ice, taking the latent heat of fusion at 143 units, and the specific heat for the ice, he will require 18 units to reduce the ice to water. To raise it to temperature of his body, he will have to add 100 units, or a total of 28 British thermal units. The boy's weight is 100 pounds, so that will be 277 foot pounds. This will be equal to 19.425 foot pounds. If the boy weighs 100 pounds, he will have called upon his stomach to do as much hard work as would, with a machine having an efficiency, raise him 134 feet high, or a rate of heat extraction equal to nearly an eighth of a horse power.

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by which we would have formed to secure the distinction we improved sanitation and better domestic conditions, a view in which, though we dissent strongly from some of the opinions of the Committee here, we entirely agree with him.—Friend of India.

BEWARE
of the Puffin, the Owl, and the Waverly Penn.
They are a curse and a blight to men.
The Puffin, the Owl, and the Waverly Penn.
Fold by all Nations.
Waverly Works Edinburgh.

COMMERCIAL INTELLIGENCE.
TUESDAY, 9th May.
CLOSING QUOTATIONS.
EXCHANGE.

On London—
Telegraphic Transfer 2/14
Bank Bills, on demand 2/14
Bank Bills, at 30 days' sight 2/14
Credits, at 4 months' sight 2/21
Documentary Bills, 4 months' sight 2/21
On PARIS—
Bank Bills, on demand 2/69
Bank Bills, 4 months' sight 2/75
On GRAVEYARD—
On demand 2/17
On NEW YORK—
Bank Bills, on demand 531
Credits, 60 days' sight 534
On ROMA—
Telegraphic Transfer 195
Bank, on demand 195
On SINGAPORE—
Telegraphic Transfer 195
Bank, on demand 195
On SHANGHAI—
Bank, at sight 73
Private, 30 days' sight 73
On TOKOHAMA—
On demand par.
On MANILA—
Bank, at sight 7% pm.
On SINGAPORE—
On demand 7% pm.
SOVEREIGN, Bank's Buying Rate 89 13
GOLD LEAP, 100 fine, per tael 47.25

JOINT STOCK SHARES.

COMPANY. QUOTATIONS.
Hongkong & Shanghai Bank 125 10
China, Japan, &c. 225.0
Do. Bonds 21
Nat. Bank of Ch. 28
B. Shares 28
K. Shares 21
Bell's & Sons' E. 21
Brown & Co., H. G. 21
Campbell, Moore & Co. 21
China Borneo 21
China Signs 21
China, London 21
Dakin, Overend & Co. 21
Dairy Farm Co. 21
Fenwick & Co., Gro. 21
Green Island Cement 21
H. Beck & Cement 21
H. & H. 21
Hongkong & G. Co. 21
Hongkong Electric 21
H. H. L. Tramways 21
Hongkong Ice 21
& K. W. H. & G. 21
Hongkong Hope 21
& W. Rock 21
Hongkong Hotel 21
Shanghai 21
Insurance 21
Canton 21
Telegraph 21
China Traders' 21
Hongkong Fire 21
North-China 21
Strait Marine 21
Union 21
T. & D. Building 21
H. Land Invest' 21
Kowloon Land & B. 21
Hampshire Estate 21
West Point Building 21
Luzon Sugar 21
New Baltimore 21
Charbonnages 21
Jehova 21
Funjion 21
Do. (Preference) 21
K. Steamer Coys.—
China & Manila 21
Douglas S. Co. 21
H. Canton & M. 21
W. China S. N. 21
W. China S. N. 21
Watson & Co., A. 21
Watson & Co., B. 21
Cheats & VERNON. 21

OPM. Per Picl.

Malta New 6890

Malta Old 7244 Year Old

Malta (New) 6890 5.07 Year Old

Patna (New) 7325

Patna (Old) 7500

Benares (New) 7325

Benares (Old) 7320

The height of these so-called is based upon the mean of 1867 and 1872 as 5.2 feet above sea level.

Low-water Ordinary Spring-Tide, to which datum the height of these Tables are referred, is 3.67 feet above sea level.

The height of the High-water Ordinary Spring-Tides, and should be deducted from the constant figure above.

HONGKONG TIDE-TABLE.

8TH TO 14TH MAY.

	HIGH WATER.	LOW WATER.
W.	8 h 10 m	8 h 10 m
Th.	9 h 22 m	9 h 22 m
F.	10 h 15 m	10 h 15 m
Sat.	11 h 15 m	11 h 15 m
S.	12 h 05 m	12 h 05 m
M.	13 h 24 m	13 h 24 m
Tu.	14 h 11 m	14 h 11 m

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THE WEATHER.

Manila, 10 a.m., 22nd May. Weather, Partly cloudy. Barometer, 30.04. Therm., 94.0. Hyg., 60.0. Wind, 78.

Barometer, 1 p.m., 29.96. Therm., 94.0. Hyg., 60.0.

Thermometer, 9 a.m., 27.25. Therm., 94.0. Hyg., 60.0.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"

FROM ANTWERP, LONDON,
AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From Madras, ex. *Concord*.
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY (TUESDAY), requesting it to be landed here.

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

ALF. WOOLLEY,

Acting Superintendent.

Hongkong, 1st May, 1895. 12

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CONDUCE"

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

ALF. WOOLLEY,

Acting Superintendent.

Hongkong, 1st May, 1895. 11

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"HOHENZOLLERN"

FROM BREMEN AND PORTS OF CALL. The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

ALF. WOOLLEY,

Acting Superintendent.

Hongkong, 1st May, 1895. 10

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KRIEMLICH"

Captain Flock, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary is given to the Undersigned by 4 P.M. To-DAY (TUESDAY).

Any Goods having their discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & Co.,

Agents.

Hongkong, 2nd May, 1895. 967

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BEN"

FROM LEITH, ANTWERP, AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivered, may be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL, CARILL & Co.,

Agents.

Hongkong, 2nd May, 1895. 968

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"RHONDA"

FROM BOMBAY, COchin, AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 13th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 11th inst. and at 10 A.M. on the 12th inst. after which no claim will be recognized.

ALF. WOOLLEY,

Acting Superintendent.

Hongkong, 6th May, 1895. 11

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHIRE"

FROM ANTWERP, LONDON,

AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivered, may be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARILL & Co.,

Agents.

Hongkong, 6th May, 1895. 10

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"S. S. ETON"

FROM ANTWERP, LONDON,

AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivered, may be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 3 P.M.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 11th inst. and at 10 A.M. on the 12th inst. after which no claim will be recognized.

ALF. WOOLLEY,

Acting Superintendent.

Hongkong, 6th May, 1895. 11

NOTICES TO CONSIGNEES

STEAMSHIP "MELBOURNE"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo, from London, ex. S.S. *Yule* to Le Havre, in connection with the above, Name of the Ship, *MELBOURNE*, and the date of departure, 1st April, 1895, excepting of Opium, Treasure, and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained as soon as the goods are landed.

Optional Cargo will be forwarded on unless instructions are given to the contrary before 4 P.M. To-DAY (TUESDAY), requesting it to be landed here.

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

This vessel brings on Cargo—

From Madras, ex. *Concord*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY (TUESDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after SATURDAY, the 11th inst. at Noon, will be subject to rent.

All Claims must be sent in to me on or before SATURDAY, the 11th inst. at Noon, or they will not be recognized.

No Fire Insurance has been effected.

C. TOUENAIRE,

Acting Agent.

Hongkong, 6th May, 1895. 12

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CONDUCE"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained as soon as the goods are landed.

Optional cargo will be forwarded unless instructions are given to the contrary before 4 P.M. To-DAY (TUESDAY).

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

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No Fire Insurance has been effected.

C. TOUENAIRE,

Acting Agent.

Hongkong, 6th May, 1895. 12

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KRIEMLICH"

FROM ANTWERP, LONDON,

AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery can be obtained as soon as the goods are landed.

Optional cargo will be forwarded unless instructions are given to the contrary before 4 P.M. To-DAY (TUESDAY).

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

This vessel brings on Cargo—

From Madras, ex. *Concord*.